



## 2010 Eastern Regional Peer Exchange – Recent Accomplishments and Future Goals

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Title: Coordinator

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- Coordinator Status
  - Part time
  - Approx 20 hours per week devoted to Coordinator Duties
- Coalition Staff
  - 3 People assist the coordinator
  - One is an executive secretary at NPU who coordinates the newsletter and maintains the website as well as communicates the Clean Cities progress to the NPU GM. Approx 6 hrs/week
  - Two additional engineering consultants give direct support to the coordinator in technical, outreach, newsletter articles, etc. for a total of approx 10 hrs/week.
- Ability to Delegate Coalition Work?
  - The staff provides timely support to the Coordinator on all work delegated and initiates other required Coalition tasks

- Coalition Location
  - The Coalition is housed in offices of the Norwich Community Development Corp, a non-profit agency.
- Coalition Organization
  - Describe how your coalition is governed
    - Direction of the coalition is determined by the Coordinator with approval of the General Manager of the Norwich Public Utilities.
    - The Coordinator drafts an annual plan and budget that is forwarded to the GM for approval
- Coalition Meetings
  - The Coalition staff meets at least bi-monthly, to plan, network, review current Clean Cities directives and draft required reports. In addition, the Coordinator and selected support staff meet with the other CT Clean Cities Coordinators quarterly to plan and implement cooperative events and activities in the State.

## 2008 Annual Survey

- # of Stakeholders = 20
- # of Fueling Sites = 1
- # of Vehicles = 6,718
- Total GGEs Displaced  
**=345,147**

## 2009 Annual Survey

- # of Stakeholders = 17
- # of Fueling Sites = 2
- # of Vehicles = 1,546
- Total GGEs displaced  
**=138,405**

- The decrease in number of vehicles is primarily due to the not counting  $\frac{1}{4}$  of all CT FFV's.
- The decrease in GGEs displaced is a result of not counting  $\frac{1}{4}$  of the E-10 sold in CT and CT DOT decision to not purchase E-85.

- Describe 1 or 2 of your most successful projects and activities in the last year
  - A very successful “Advance the Choice” Clean Fuels & Vehicles Technology Expo was held at the CT EXPO Center in Hartford in October, 2009. Over 110 attendees from private, municipal, academic and private entities were present to hear presentations on all areas of Clean Cities activities and to observe 23 light and heavy duty AFV and hybrid vehicles on display.
  - The Norwich Coalition participation in preparation of the successful CT Clean Cities proposal under the ARRA Program resulted in the \$26.8 million award (50% federal, 50% matching funds) that will provide significant additions of alternative fuel vehicles and supporting infrastructure in the State. Three of our Coalition stakeholders will participate adding six electric charging stations, a biodiesel refueling facility and upgrade of CNG refueling equipment in our region.

- Describe new or creative ideas that furthered the goals of the coalition and which may be duplicated by other coalitions
  - Partnering of the four Connecticut Clean Cities and private industry is definitely a great way to increase our leverage and be competitive for large grants.
- Describe activities that didn't turn out as anticipated and what you learned from the experience
  - The CT Clean Cities Coalitions worked to convince the CT Legislative Committees to introduce legislation to reinstate the tax incentives for Alternative fuels and vehicles but were unsuccessful.



- On a scale of 1-10 (1 being the worst, 10 being the best), how do you rate the effectiveness of your coalition?
  - For the size of our coalition I believe we are doing well and would give it a score of 8.8
- How do you rate your effectiveness as a coordinator?
  - Same as the score of the coalition, 8.8
- In what areas does your coalition need the most assistance? (e.g. working with EPart Fleets, motivating stakeholders, training coalition staff, collecting better data on stakeholder fleets, conducting more effective outreach, etc.)
  - Working with the State and other EPart Fleets would be helpful
  - Conducting more effective outreach (within our budget)
  - Finding cost benefit analyses with sufficient payback “make the case” for purchasing non subsidized CNG vehicles.

- Goals for 2010 and beyond:
  - Expand use of biodiesel and/or diesel after-treatment devices in local area school bus and public works dept. fleets
  - Seek ways to increase the number of CNG and bio-fuel stations and electric charging sites concurrent with convincing commercial and private customers to purchase CNG, FFV and electric vehicles
  - Engage in more widespread outreach activities to include public forums, school education and media coverage of Clean Cities program.
  - Expand the number of stakeholders in the coalition